

men. This was clinched by the fact that the office staff and the horse-boys were from Canton and the coolies natives of Shanghai and not one of them had been touched. It was an attack upon the Ning Po clan alone. As regards the second point, something must have occurred to cause a rival clan to make the assault, but how, or when, or why? This was the puzzle. Wang Foo recalled the words in the great classic: "The princely man stands by his kinsmen," and he knew that it must have been a carefully planned and a concerted action. They were all in it—and they were in it together.

But the star, the wounds in the shape of the star that Morehead had described, the star with one point longer than the others, what of that? He lighted his little cloisonne pipe and leaned back in his wicker chair repeating these words over to himself: "A star with three points; a star with three points; one point longer than the others—longer than the others." His eyes rested upon the ceiling, where hung the tablet with the household motto:

"The Perfect Rest of the Bamboo Heavens."

Why did he start up so suddenly? Why did he jump to his feet with a sudden inspiration? Why? Because right above him shone the golden outline of the three-pointed star of his search, the ancient Chinese symbol for bamboo. Yes! There it was, with one point oblique, one horizontal, and one vertical, longer than the others! The mystery so far was

solved; every one of these victims had been struck with a weapon cut in the shape of the character for bamboo! Truly had the Venerable Grand One blessed him on his departure with, "A happy star guide thee on thy way!"

The following afternoon a native traveler, with beard and cue of gray, hailed a wheel-barrow coolie plying for hire on the road of the Bubbling Well and asked him:

"Knowest thou the way to the Temple of the Bamboo Idol?"

"Aye, father, I know it well. Take thy seat upon my barrow and for thirty coins of brass I take thee safely there."

"Fellow, I give thee twenty."

"Tis well, my daily rice bowl is not yet filled; take thy seat upon the barrow and begrudge me not the wine money at the close."

The traveler descended at the gateway of the temple and for a few copers induced the unsuspecting priest to unlock the shrine. He bowed reverently before the idol and, noticing he missing fingers, asked how it came about. The old priest hesitated, but finally, as a tribute to his age and simple manner, told him the story of the riot and the curse of the Queen of Hades and the Hairy Turtle pronounced upon the villain from Ning Po. They sat down together and drank their tea and smoked the pipe of hospitality. The guest finally inquired, as he rose to leave: "And did they find the Ning Po man and wreak the curse upon him?"

"No, they never found the man, but

some of the guild of Foo Chow men, I hear in private, redeemed the honor of the Bamboo Goddess and gave the Ning Po guild the sign of the sacred tree by beating them with the temple staffs."

Inspector Gubbins looked at his watch. "Morehead," he said to the waiting assistant, "it's past 10 o'clock now and Wang Foo was due this morning." Scarcely had he uttered the words when the office coolie brought in the card of the expected visitor. He was most cordially greeted, welcomed to a seat and, after the door was carefully locked, the interview began:

"Well, Mr. Wang, we hope you have brought us cheering news."

"I bring you news, sir, most certainly, but whether it is exactly cheering or not will remain for you to say."

The Chinese detective then proceeded to unfold his tale. It was simply the old story, somewhat complicated, of an interprovincial fight, in which superstition and religious fear had played a prominent part. The man from Ning Po who had hurled the stone at the bamboo idol, was in a state of intoxication, and had been taken by his barrow to the Foo Chow temple instead of to his own. Not realizing at all what he did, or what the consequences would be, he had, in his drunken rage, assaulted the idol of the rival clan. He had escaped and had probably, on returning to his sense, fled to parts unknown. Some members of Foo Chow guild, having pledged themselves to avenge the in-

sult to their protectress—and fearing if they did not do so, that she would her vengeance upon them and their families, had hired three low fellows of the yamenrunner order to disguise themselves as Ning Po visitors and obtain admittance to the meeting of the Ning Po guild, which the house boys were innocently attending. They armed themselves with the temple clubs, carved with the symbol for bamboo, and suddenly turning down the lights, struck at every member of the guild within their reach, shrieking as they did so: "The curse of the Bamboo Idol and the Hairy Turtle." And then they escaped into the darkness.

But why did they seize them there and then? Do you mean to tell me that twenty-five or thirty men would allow themselves to be thus held up by three?"

"Not ordinarily, of course, but you see in this case, the suddenness of it and the religious fear completely paralyzed them."

"Well, why didn't they report it to their masters and to the police? Why all this air of mystery about it and this lying out of it? Were they ashamed of it?"

"Partly so; but, you see, this was a matter of the guild and one of the first principles of a Chinese guild is, 'Keep out of the clutches of the law,' and no wants to be the one to involve the others in trouble. The moment they heard the words 'Curse of the Hairy Turtle,' which always strikes terror to the native heart, they knew that some Ning Po man had dese-

crated an idol somewhere, and the words, 'Curse of the Queen of Hades,' identified it at once with the Temple of the Foo Chow guild. So they at once agreed to keep it absolutely secret."

"But how will it be settled up between them?"

"Oh, that will be all adjusted in a few days by a mutual feast at some tea-house, and, justice having been done, and 'face' saved, as they say, they will smoke the pipe of peace and drink the wine of harmony, and all will go on merrily again. To restore mutual harmony, in the words of the master, is the great virtue of human life."

"Just one question more, Mr. Wang, that puzzled me; how did those chaps in the temple know that the assailant of the goddess was a Ning Po man? Was it his clothes?"

"Oh, no, not necessarily; they knew it at once from his accent—you see the dialect is quite different there from here or from Foo Chow."

"What are we in the department to do about it, then?"

"There is absolutely nothing that you can do about it, gentlemen, and, in the words of your own western wisdom, I advise you to let well enough alone. The guilds and clans prefer to settle their own affairs under their own roofs—"

"Or," interrupted Morehead, "as we say at home, don't interfere in a family squabble."

"Yes, that's it," replied the man of mystery.

(Copyright, 1918, by McClure Syndicate.)

# The Government's Great Intracoastal Canal

(Copyright, 1918, by Frank G. Carpenter.)

**PROTECTION** from submarines for our Atlantic coast commerce!

An inland waterway from the harbor of Boston to the mouth of the Rio Grande on the Mexican boundary!

A system of ship canals that will enable us to defend our industrial centers east of the Alleghenies and preserve the National Capital free from invasion!

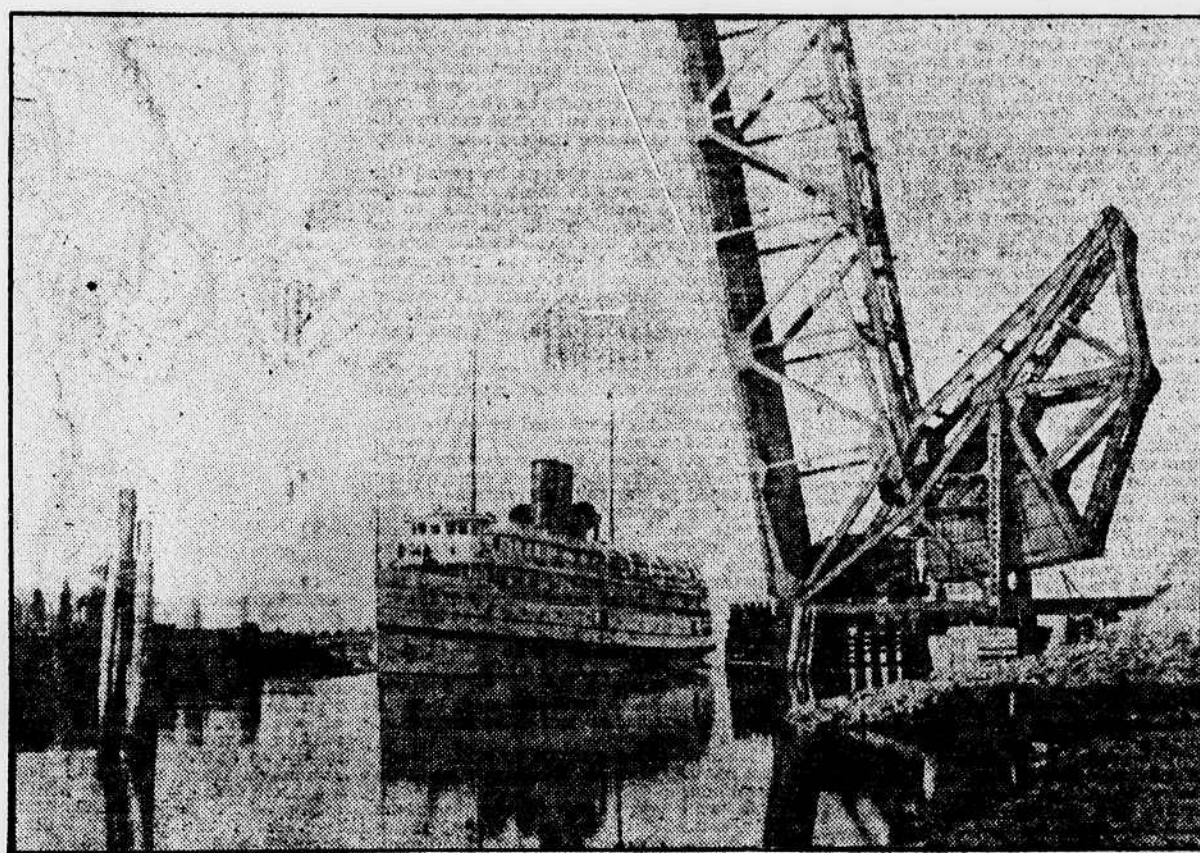
This in a nutshell indicates one of the chief features of after-the-war legislation. The subject is now before Congress. The Department of Commerce is investigating the matter. The government has already acquired some of the links in the chain and it is preparing to buy and develop the others. The scheme is to be known as the Atlantic Intracoastal canal. The upper part of it will be first developed and already it is far under way. It begins with the Cape Cod canal, a sea-level ditch, less than eight miles in length which cuts the Cape Cod peninsula and thus joins the waters of Cape Cod bay and Buzzards bay, adjacent to Long Island sound. This canal has been taken over by the United States railroad administration, and it is to be widened and deepened so that it will make a short cut for our naval vessels from New York to Boston. At the same time it will be the water coal chute for a large part of manufacturing New England.

The next link is the Delaware and Raritan canal, which runs from New York bay to the Delaware river. This also is in the hands of the government and it will be improved to relieve the congestion of the railroads from the north to the south. It is estimated that an appropriation of \$300,000 will enable it to carry a traffic of 3,000,000 tons per annum. At the same time a new wide and deep ship canal has been surveyed by the Army engineers across New Jersey almost paralleling the Delaware and Raritan canal, and this will probably take its place. The cost will be in the neighborhood of \$45,000,000, but the engineers say this will give us a sea-level canal wide enough and deep enough for many of our vessels of war and it will form an inland water route between Philadelphia and New York.

Going southward from the mouth of this canal along the Delaware river we pass Philadelphia and Wilmington, and then come to the Chesapeake and Delaware canal, which joins this river with Chesapeake bay. The canal is less than fourteen miles long, but it connects bodies of inclosed water with a shore line equal to half the distance between San Francisco and Shanghai in China. It unites Baltimore with Philadelphia, and by the New Jersey canal above proposed ships can go inland to New York and on by way of Cape Cod canal to Boston. The government is about to acquire this fourteen-mile ditch. It will change it to a deep ship canal and improve it so that naval vessels coming out of the navy yards at Hampton roads may go inland to the navy yards at Philadelphia and on to New York and Boston. Submarines and our smaller vessels of war can be moved back and forth in it, and the size of the waterways may be so increased that they will be available for our big battleships.

Other connections and extensions of the Atlantic intracoastal canal are the new Erie canal to the great lakes recently made by New York through an expenditure of more than \$100,000,000, and the canals going south from Norfolk to Beaufort, N. C. Still farther south is the proposed ship canal across Florida, and the one skirting the Gulf of Mexico. The latter will touch New Orleans and give protected waterway almost all the way to Brownsville at the mouth of the Rio Grande and the Mexican boundary.

A great part of this waterway is along the lines of natural depressions which in prehistoric times were under water. This is true of the Cape Cod canal and of the line of the proposed New Jersey ship canal. It is so also of the route from Chesapeake bay to the Delaware river and of the Dismal Swamp canal farther south. The waterways have been filled up by the action of the earth through thousands of years, and all that is proposed is merely to cut out and restore the old channels. The saving in distance will be great. From New York to Boston by way of Cape Cod the distance is cut from 63 to 152 miles for ships going north of the cape, and from Philadelphia and Wilmington from 61 to 105 miles. The saving from



A NEW YORK STEAMER PASSING THROUGH THE CAPE COD CANAL IN A SHORT CUT TO BOSTON.

Boston to Baltimore is 274 miles, and from New York to Baltimore 260 miles. The saving of the water distance between Philadelphia and Baltimore will be 317 miles. This means economizing the cost of transportation in all kinds of products, and also an enormous increase in safety by the cutting off of dangerous parts of the sea.

As to the dangers. The route around Cape Cod has been responsible for a vast number of wrecks. It enables the ships to avoid one of the most dangerous parts of the coast, including shoals, fogs and frequent storms. According to official records in the twenty-three years beginning with 1875, there were 687 wrecks in or near Cape Cod, involving a loss of over 100 lives and property valued at over \$10,000,000. The disasters along the Atlantic seaboard for the decade ending 1909 were 5,700, and they resulted in the loss of more than 2,000 lives. The destruction of vessels and cargo during that period amounted to more than \$47,000,000.

Let me take the canals in detail and show what the government proposes to do. We shall start at Cape Cod. If you will look at the map of New England you will see that the Cape Cod peninsula is of the shape of a sickle joined to the body of Massachusetts, and that it runs around and almost incloses the great Bay of Cape Cod. The peninsula is about sixty-five miles in length, and, where it joins the mainland, Cape Cod bay and Buzzards bay are only eight miles apart. The canal runs from one bay to the other, forming a short cut from New York to Boston. From deep water to deep water it is thirteen miles long. It is 100 feet wide at the bottom, and is practically straight. It is a sea-level canal, and ships pass through without locks. The cutting has been through sand and in that respect it compares with the Suez canal rather than Panama. The canal belongs to the Boston Cape Cod and New York Canal Company which claims that it has cost over \$13,000,000 to build. The company is willing to sell to the government, but so far the estimates of the Army engineers are far under that sum.

At present the Cape Cod canal is a toll canal. If the government buys it, it will be free. It is now a one-way canal, but the government plans include its widening to double its size, and increasing the depth to thirty feet. This depth would accommodate 90 per cent of the coastal shipping around Cape Cod. The enlargements will cost something like \$5,000,000. The Cape Cod canal is being used as a coal chute to relieve the congestion of the railroads and it is claimed that it can now carry ten million of the twelve million tons of coal that are annually carried

by water to the New England ports north of Cape Cod. This coal goes to some of our most thickly populated manufacturing districts, including woolen and cotton mills, boot and shoe factories, munitions plants and electric works. The states affected by it produced in 1914 one-half of the boots and shoes, three-eighths of the cotton goods and one-fourth of the woolen and wash goods of the country.

The canal would reduce the coast line necessary to be protected from submarines for at least 110 miles. It will, in the opinion of Admiral Chester, be almost as valuable as the Kiel canal, which was built by the Germans at a cost of \$100,000,000. That canal does not reduce the distance between the base of the German fleet in the Baltic and the North sea by much more than is gained by the Cape Cod canal, between Newport and Boston.

Maj. Gen. Wood wants the canal wide enough and deep enough for our largest battle ships, and says the whole water way should admit the passage of submarines from Baltimore to Boston.

The Cape Cod canal project is one of the oldest of the United States. The line of the waterway was a petty trade route in the days of Miles Standish. Three years after the Pilgrims landed on Plymouth Rock he went up the little stream that flowed into Cape Cod at this point and crossed over Buzzards bay to get provisions from the Dutch ships that came there. As time went on there was talk of a canal for the trade between the Dutch of Manhattan Island and the Puritans of Massachusetts bay, and just about 100 years before Washington died the court of Massachusetts investigated the subject. The matter was taken up again about the time of the declaration of our independence, and it has been discussed at intervals from then until 1899, when a charter was granted to the company that dug the canal which the government is now operating.

The project for a canal across New Jersey is also old. It was talked of at the beginning of the last century, and the Delaware and Raritan canal was begun and to a large extent built during the presidency of Andrew Jackson. This canal connects New York and Philadelphia. It runs by the way of Raritan bay to the Delaware river at Bordentown, passing through New Brunswick, Bound Brook and Trenton. It is less than forty-four miles long and it has a working depth of only about seven feet. The canal was opened in 1824 and for the last generation or so it has been used by the Pennsylvania railroad at a rental of about \$2,000,000 a year. The railroad administration has taken charge of it and it is

making certain improvements. The War Department project, however, is to cut an entirely new ship canal along this route, making a waterway from twenty to thirty feet deep from Philadelphia to New York. Some of the Army engineers have recommended a sea-level canal of twenty-five feet in depth. Such a canal would be one of the chief coal and trade routes of the east, as well as a great military waterway. A twenty-eight-foot canal would cost \$24,000,000.

Of equal importance, although of less than one-third the length, is the Chesapeake and Delaware canal. This canal is only thirteen and five-eighths miles long, and twelve miles of it are in Delaware. It is a lock canal only sixty-six feet wide on the surface and nine feet in depth. It has cost up to date about \$1,000,000, and the government has taken steps to acquire it. The estimates have already been made for its enlargement, and these propose a depth of twenty-five feet and a width of 125 feet, the whole to cost in the neighborhood of \$10,000,000. It is a question whether a wider and deeper canal would not be better, as the one above suggested would not suffice for battleships. It would be wide enough only for light cruisers, submarines and torpedo boat destroyers.

The Chesapeake and Delaware canal is one of the most interesting of our inland waterways. The company that built it was incorporated just about the time John Adams was in the White House, but the canal was not completed until the first year of Andrew Jackson's administration. The need of it was appreciated during the war of 1812, when the National Capital was captured by the British and the shores of the Chesapeake ravaged by the British fleet. This canal was of great value during the civil war. On the 17th of April Virginia seceded from the Union and started her troops toward Washington. Two days later Baltimore had a riot and every bridge on the railroad between Baltimore and the Susquehanna river was burned. Railroad communication was severed, but the next day the government seized all the propeller steamers from Philadelphia that could pass through this little canal, and before daylight next morning they had troops on them and hurried them down the Chesapeake to Annapolis and thence to Washington. When those troops arrived at the capital the Confederate outposts were at the Virginia end of Long bridge and for the next thirty days the canal was the key to the whole military situation. It had an important part throughout the war. It kept the Army of the Potomac in the field, feeding and clothing the soldiers and giving them their ammunition. The Kiel canal saves Germany two days' steaming around the

peninsula of Denmark. A ship canal through these fourteen miles would be worth a whole fleet to the United States if we were besieged.

The Chesapeake and Delaware canal has been operated independent of the railroads. A large part of its traffic is anthracite coal, which goes from the Delaware river to Washington, Baltimore and Norfolk and lumber which comes from the Chesapeake bay and the south through here on its way north. The engineers of the War Department estimate that a free canal will have several million tons of freight per annum. This canal is for sale, and about twelve years ago a commission headed by Gen. Felix Agnus made a report to the War Department that \$2,500,000 would be a fair price for the property. I understand the company now want more and so far it has been impossible to agree upon the price. The Department of Justice has been asked to condemn the canal in order that it may be bought by the government. The cost of developing it according to the new plans will be \$10,000,000 or more. The Agnus commission estimated it at upwards of \$12,000,000.

In connection with the improvement of which I have written will come the widening and deepening of the waterways which connect the Chesapeake bay with Beaufort, N. C. These include the Dismal Swamp canal and the Albemarle and Chesapeake canal, which join Chesapeake bay with Albemarle sound and Pamlico sound, thus giving hundreds of miles of inclosed waterway. I am told that the Norfolk and Beaufort canal system can be easily dredged, and that there is nothing from an engineering standpoint to prevent the construction of a ship canal. The canals now in operation have been in use for many years. The Dismal Swamp canal was first talked of in 1837, and the national government subscribed \$200,000 for it along in the twenties. The canal was improved before the civil war and a good many years ago the government recommended that it be widened and deepened at a cost of less than \$2,000,000. This did not materialize. This canal has a surface width of sixty feet and vessels drawing eight feet six inches can pass through it.

The present project for an inland waterway was adopted by Congress in 1912. It provides for a canal twelve feet deep at low water, at an estimated cost of about \$5,400,000. Up to the present Congress has appropriated more than one-half of this money. It has bought the Albemarle and Chesapeake canal, and is dredging it out to a depth of twelve feet. Twenty-six miles of channel have been dredged, and this will probably be continued, although the canal may be widened and deepened.

The four canals running from North Carolina to Cape Cod all told are not more than 100 miles long, but they will add more than 1,000 miles of protected waterways to the busiest parts of the industrial east. They will connect with the Hudson river and Erie canal, or the New York State Barge canal, as it is now called, and thus join the great lakes by a short water cut to the east and the south. In addition to their military value they will relieve our railroad congestion, and have an important part in the great manufacturing development, which, fostered by the war, is bound to be even greater in peace.

FRANK G. CARPENTER.

## The Flippant Answer.

"THEY'VE always got a flippant answer ready."

The speaker was a congressman, who was conducting a suffrage argument.

"Our opponents have always got a flippant answer ready," he repeated. "They're like the waiter in the cafeteria."

"Waiter," said a patron, "there's not a single oyster in this oyster soup."

"Well," said the waiter, flippantly, "what about it? You had a cabinet wedding yesterday, but you didn't find any members of the cabinet in it, did you?"

## Poor Material.

THE increase in drug taking which has followed the enforced decrease in drinking led a senator to say, in Philadelphia:

"But, after all, what kind of men resort to drugs? Pretty weak ones."

"If you study a collection of drug victims it makes you feel discouraged. As you look at their reeling chins and sensual mouths, you recall the Chinese proverb: 'Rotten wood cannot be carved.'"